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USSR Report

TRANSPORTATION



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CIVIL AVIATION

BRIEFS

KARAGANDA AIRPORT UPGRADED--The Karaganda airport recently was converted to ICAO [International Civil Aviation Organization] Category I. Collectives of all services and flight subunits prepared for over a year to acquire the right to operate under this category, in accordance with a plan worked out beforehand. The control tower and the radio system for close navigation were fundamentally upgraded. The inner and outer homing facilities were rebuilt. An automatic fire control facility, with reserve tanks for water, was installed. Workers of the ERTOS [Operation of Radio Technical Equipment and Communications] base worked well, and turned over the control tower and landing radars ahead of schedule. A reserve electric power source was equipped. The remote control facility for the approach lighting system was fitted with new equipment. At the same time that the airport was being renovated, the air traffic controllers, specialists of the ERTOS base, and flight subunit personnel underwent training. The upgrading to ICAO Category I has made it possible to improve flight regularity by 18 to 20 percent. Other indicators of the airport's production activity, including economic indicators, are being improved as well. [By VOZDUSHNYY TRANSPORT correspondent S. Shatan] [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 26 Sep 85 p 3] 8936

NEW SVERDLOVSK AIRPORT--Sverdlovsk--Residents of Sverdlovsk decided to retain the name of the oldest airport in the Urals, Uktus, after it was moved to the neighboring small city of Aramil. It was becoming crowded and inconvenient for the airport, which found itself in the center of a large city. A pleasant event took place the other day: the first section of the new airport was turned over for equipment assembly and installation. The modern two-story air terminal building accommodates everything necessary for passengers' convenience: ticket counters, a storage room, a snack bar, and pay telephone booths. In addition, a five-story hotel with 216 rooms, a dining room seating 100, and other official and auxiliary facilities have been put into service. Workers of the "Sverdlovskkhimstroy" trust worked well. They kept their word creditably by readying the projects of the air terminal complex to be turned over. At a meeting dedicated to this event, they were warmly thanked and presented with certificates and valuable gifts by the chief of the Urals Administration [of Civil Aviation], L. Panchenko. [By VOZDUSHNYY TRANSPORT correspondent M. Makarov] [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 19 Oct 85 p 2] 8936

IL-86 LENINGRAD-BERLIN FLIGHTS--Leningrad--Until recently, Il-86 aircraft had been flying from Leningrad to Sochi, Simferopol, Mineralnyye Vody and Novosibirsk. Now the range of flights has been extended for the Leningrad crews. The 350-seat widebody Airbus has begun flying the international route from Leningrad to Berlin. The first flight, under the supervision of Honored Pilot of the USSR V. Borovikov, deputy chief of the Leningrad Administration of Civil Aviation for Flight Operations, was manned by a crew consisting of aircraft commander A. Ivanov, copilot V. Zubov, navigator I. Lazarev and flight engineer I. Mikhaylov. Passengers spent only 2 hours 30 minutes on this flight. The travelers, who included Soviet and foreign tourists, were served by the best Leningrad flight attendants. The Leningrad-Berlin route is not a new one for crews of the Leningrad Aviation Enterprise. But while previously only Tu-154 aircraft flew over it, now this type of aircraft will be replaced by one that is more spacious and can carry a heavier load. In the future, when summer flights begin next year, it is planned to introduce Il-86 flights on this route on a fixed schedule. [By VOZDUSHNYY TRANSPORT correspondent T. Nikitina] [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 7 Nov 85 p 3] 8936

YAK-42 FLIGHTS FROM VOLGOGRAD--Volgograd--The Volgograd airport has received its first Yak-42 passenger aircraft, which soon will be widely used on routes here. So far, it has been flying on the Krasnodar-Volgograd-Moscow route, but in the future the Yak-42 will be permanently registered in Volgograd as well. [By V. Drobotov] [Text] [Moscow SOVETSKAYA ROSSIYA in Russian 6 Dec 85 p 6] 8936

NEW KZYL-ORDA RUNWAY--Kzyl-Orda, 22 (Dec)--The first Tu-154 airliner has landed here on the modern airport's new runway which is under construction. With this proving flight, made by a crew headed by Honored Pilot of the USSR N. Cherkasov, flights by fast aircraft will soon begin between Kzyl-Orda and Moscow, Alma-Ata and other cities in the country. Now all the oblast centers of Kazakhstan have the opportunity to accommodate first-class airliners. [By PRAVDA correspondent A. Petrushov] [Text] [Moscow PRAVDA in Russian 23 Dec 85 p 3] 8936

IL-76 MYS SHMIDTA SERVICE--Magadan-Mys Shmidt--An Il-76 landed at Mys Shmidt for the first time recently. Use of the Il-76 in regions where the distance between airports is many hundreds of kilometers has proved to be very effective: the productivity of flights by this type of aircraft in the Magadan Administration is one of the highest in Aeroflot. Until now only three airports in the oblast could accommodate the Il-76--Magadan, Anadyr and Pevek. True, Chaybukha and Markovo have been added to this list during the winter. But now a powerful "truck" will be able to serve the new region with a developed mining industry. The plan for 1986 provides for a heavy workload for this aircraft: more than 15 percent of the administration's overall volume of operations will be conducted with the Il-76. [By VOZDUSHNYY TRANSPORT correspondent M. Ilves] [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 26 Dec 85 p 1] 8936

AIRPORT OPENS IN BULAVA--(TASS)--An airport has been put into operation in the taiga village of Bulava, where the Ulch--a small nationality of the Amur region--live. It has handled its first aircraft. "The airport, built at the instructions of the electorate, is a wonderful New Year present for my fellow villagers," L. Olchi, the chairman of the rural ispolkom, told a TASS correspondent. "The village has grown in recent years; its population has more than tripled. On the spot of the ancient nomad camp of the nationality, nearly 100 apartment houses, a medical complex, a 10-year school and boarding house, a community house, trading center, kindergarten and palace of culture have arisen. The '60th Anniversary of October' Kolkhoz has become a large farm." [Text] [Moscow VOZDUSHNYY TRANSPORT in Russian 31 Dec 85 p 3] 8936

IL-86 LENINGRAD-KIEV SERVICE--Early in the morning the announcement was made at Pulkovo Airport that Flight No 8641 on the Leningrad-Kiev route had landed. But the route is being flown for the first time by the airbus, which has been operated successfully for over 2 years on routes served by aircraft of the Leningrad Administration of Civil Aviation. This airliner will carry up to 350 passengers on one trip. Leningrad's Il-86 aircraft have already carried over 800,000 passengers. The airbus provides a great deal of assistance during the summer on routes to the south, where there are always many passengers. The Il-86 now flies regularly from Leningrad to Mineralnyye Vody, Simferopol, Sochi and Novosibirsk. And now Kiev is on the schedule. {By M. Tarasov} [Text] [Leningrad LENINGRADSKAYA PRAVDA in Russian 3 Jan 86 p 1] 8936

IL-86 MOSCOW-NORILSK SERVICE--On the threshold of the 27th CPSU Congress, Soviet aviators are extending the range of Il-86 flights. One more route--to Arctic Norilsk--is being added to the customary flights to the south. Everyone is interested in learning in more detail about the new aircraft for the high-latitude route. V. Potemkin, chief of the Flight Service Administration of the Ministry of Civil Aviation, who is heading a special commission, responds to questions. "The Il-86 already has been flown by our sector for 5 years. At present, it is being operated on air routes to nine large cities in our country, and it also makes international flights. It takes the place of two airliners such as the Tu-154. For just the Moscow-Norilsk-Moscow trip, 70 tons of aviation fuel are saved when the airbus is used. The Plan for Basic Directions has called for civil aviation to increase passenger turnover by 17 to 19 percent and reduce the proportionate consumption of fuel by 3 to 5 percent. Extending the range of Il-86 flights, one of the features we have witnessed today, will help to resolve this important task in many respects." [By T. Vadin] [Excerpts] [Moscow VOZDUSHNYY TRANSPORT in Russian 11 Jan 86 pp 1, 3] 8936

CSO: 1629/51

MOTOR VEHICLES AND HIGHWAYS

MINISTER ON UKSSR MOTOR TRANSPORT OPERATIONS

Moscow AVTOMOBILNYY TRANSPORT in Russian No 11, Nov 85 pp 7-9

[Article by P. Volkov, Minister for Motor Transport of the UkSSR, under the rubric "Toward the 27th CPSU CONGRESS": "Intensifying Haulage Is The Main Thing"]

[Excerpts] Collectives of enterprises under the UkSSR Ministry for Motor Transport, preparing a worthy welcome for the 27th CPSU Congress, have broadly expanded socialist competition for fulfillment of plan assignments in the final year of the five-year plan. Industry workers are continually finding additional production reserves to improve transport service to the national economy and to the republic's population through the experience of leading collectives which has accelerate implementation of new equipment and progressive technology.

In the first 6 months of this year, Ministry enterprises have ensured fulfillment of the plan and of the socialist obligations they assumed for cargo and passenger transport, paid taxi mileage, realization of industrial production and payments to the budget.

Ministry enterprises and organizations have assumed additional responsibilities in honor of the 27th CPSU Congress beyond those taken on in 1985 -- to ship 2.3 million tons of cargo and transport 8 million passengers, to complete 3 million paid kilometers of taxi runs, and manufacture goods worth 0.5 million rubles.

Tasks to transport agricultural equipment, cargo for the republic's new construction projects (the Denpr-Donbass Canal, Kharkov Aquaduct, Zaporozhets and Southern Ukraine AES), and for other economic objects have been successfully fulfilled. The volume and variety of public transport-dispatching services have been increased, the frequency of bus service raised, and passenger service standards improved. There are regular bus connections among 418 cities and 910 large villages, 99.2 percent of the central kolkhoz and sovkhoz farmsteads, and 95% of the agricultural population centers.

The results of the industry's efforts can and must be more significant. This requires that all motor transport enterprises, associations, and

administrations work steadily with all their strengths and capabilities to make more effective use of resources, both allocated and internal.

One of the main and primary tasks in motor transport is strict fulfillment of contractual obligations for comprehensive transport service to the national economy's enterprises and organizations.

The collectives of the Kharov and Dnepropetrovsk Motor Transport Administration have reliably fulfilled their obligations for many years. In the first 6 months of 1985, the number of enterprises and organizations which did not fulfill transport volume was half that of 1984. However, the amount of shipping service provided overall by the Ministry is 96.4 percent, which cannot satisfy us. One way to improve management of this process is to conclude long-term (five-year) contracts for comprehensive transport service to enterprises and organizations.

It is accepted that high transport service quality depends on the level of centralized transport under the Unified Standard Practice (ETP), where extensive use is made of subcontracting, direct "railcar--truck" and "ship--truck" mechanized cargo handling, shipment by interchangeable semitrailers and trailers and in containers and packers, pre-loading of transport equipment, equipment and preparation for shipment, and other advanced forms of labor which make it possible to increase the efficiency with which motor transport equipment is used.

In the last years of the five-year plan, the Ministry, together with the Railroad Administration, Gossnab UkSSR, the UkSSR Ministry for the Food Industry, and other interested republic ministries and departments introduced Unified Standard Practices for shipping bulk cargoes to 250 shipping terminals and to 150 major cargo-handling points. This made it possible to raise the productivity of motor transport and handling equipment 3-4%, reduce unproductive downtime 1.5-2 percent, and save 4 percent of vehicle fuel.

In accordance with Party and Government requirements, the Ministry has taken decisive steps to improve the transport process, strengthen control over add-on loads, and save fuel. During the 11th Five-Year Plan, the share of transport by diesel and bottled gas vehicles increased almost 1.5 times, and about 2,000 vehicles running on liquified or compressed gas were put into service, which made it possible to save about 300,000 tons of gasoline. Trucking has been organized on the basis of taxi operations, and 2,250 vehicles have been retrofitted. This permits more accurate accounting of transport work performed and a significant increase in the efficiency of transport service and of rolling stock utilization.

However, workers in motor transport administrations, associations, and enterprises still face a large amount of painstaking work to carry out planned introduction of Unified Transport Practices at another 525 points, to set up operations of trucks with trailers, large-capacity diesel trucks, and tractor trailer rigs, and to use efficient routes and time-tables.

We consider it just as important to increase the efficiency of motor transport in intercity shipping.

Almost half of all shipping is now accomplished via intercity communications, but only 45 percent of the national economy's demand for demand these shipments is being filled.

By the Ministry's initiative, the republic has established "Ukrtraekspeditsiya" which is organizing dispatching and centralized management of intercity shipping, performing these functions through a central republic-wide dispatcher station with extensive use of econometric methods computers, and modern communications equipment.

In the 12th Five-Year Plan, we will have to substantially strengthen the industrial-technical base for this organization, expand the network of truck stations to 100-150, assign 25-30 motor transport enterprises specifically to intercity shipping, and equip them with large-capacity diesel tractor trailer rigs.

All this will make it possible to better satisfy the national economy's shipping demands, more efficiently distribute shipments among various means of transport, delivery cargo on regular schedules at minimum cost, and free 25,000-30,000 departmental trucks and 60,000-65,000 drivers from intercity trips, save about 100,000-110,000 tons of fuel and reduce shipping costs by 200-240 million rubles.

Development of an inter-industry integrated scientific-technical program, "Transport," has been completed in the republic (the lead organization is the UkSSR Ministry for Truck Transport). The basic goal of the program is to further develop and increase efficiency of the entire republic transport system and punctually satisfy the demand of the national economy and the population for cargo and passenger transport by introducing new equipment and progressive technologies.

Improving the activity of railroad administrations, the UkSSR Ministry for Motor Transport, maritime shipping companies, the UkSSR River Fleet MA the UkSSR Ministry for Highway Construction, MA as well as of 25 other republic ministries and departments interested in solving transport problems occupies a primary place in the program. Scientific-technical progress in transport must be promoted by virtually all republic ministries and departments. This will permit a substantial increase in the quality of transport service to the national economy and the population.

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MOTOR VEHICLES AND HIGHWAYS

BRIEFS

VAZ PARTS PLANT CONSTRUCTION--Togliatti--Construction of a large plant designed for the restoration of engines and parts and components of VAZ passenger cars has begun in Togliatti. The specialized enterprise will be able to give new life to 125,000 motors that have exhausted their service life and hundreds of camshafts, connecting rods [krestoviny], and other parts in increased demand. The area served by the plant is the entire Volga region, as well as the central and Ural regions. The plant, being erected by the "Avtozavodstroy" trust, is planned for commissioning in the middle of the 12th Five-Year Plan. [By N. Chulikhin] [Text] [Moscow SOTSIALISTICHESKAYA INDUSTRIYA in Russian 2 Oct 85 p 2] 8936

GEORGIAN MOUNTAIN ROAD IMPROVED--Georgian SSR (TASS)--The motor road being opened from Batumi to Akhaltsikhe has drawn the sea closer to the mountains. It has shortened by half the route from the Black Sea coast of the Adzhar ASSR to the mountainous rayon centers of Khulo, Adigeni and Akhaltsikhe. Previously one could reach here after the first snow only by helicopter; now a well-planned asphalt highway has been built through the Goderdzskiy Pass for year-round traffic. "The traffic artery was built under the program for socioeconomic development of the mountainous regions which is being carried out consistently in Georgia," said Yu. Ungiadze, chairman of the council of ministers of the Adzhar ASSR. "It will make the transport of agricultural produce significantly less expensive and will make it possible to expand the areas being cultivated by arranging terraces and developing new agricultural land. More intensive development of underground storage facilities and the establishment of branches of large enterprises will be begun." [Text] [Moscow STROITELNAYA GAZETA in Russian 25 Oct 85 p 3] 8936

KAZAN METHANE FUEL STATION--Kazan--The first gas-filling compressor station for motor vehicles in the Tatar ASSR has been put into operation here. A small fleet of trucks in the city have already been operating on the blue fuel. But they have been operating on liquefied gas, which contains components valuable for the petrochemical industry. Now vehicles' tanks will be filled with inexpensive natural gas basically consisting of methane. The station is capable of fueling up to 500 vehicles daily. Next year it is planned to put another four gas-filling stations in operation in Kazan and other cities of the Tatar ASSR, and their number will reach 25 in the 12th Five-Year Plan. [By PRAVDA correspondent] [Text] [Moscow PRAVDA in Russian 1 Dec 85 p 1] 8936

7 March 1986

ROAD CONSTRUCTION IN DNEPROPETROVSK--Dnepropetrovsk--Traffic has begun on Dnepropetrovsk's new main highway. It extends from the "Topol" and "Sokol" housing developments on the right bank of the Slavuticha River toward the large industrial hub where the "Dneproshina" association, which turns out heavy presses; the "Polimermash" and chemical products plants; and construction industry enterprises are situated. An overpass 15 meters wide has made the route by which tens of thousands of oblast center residents have been getting to work more than four times shorter. The highway was built over the Tonnelnaya Gorge through which the trains run. It was not simple to build. But the through traffic provides the opportunity to save 2,500 tons of fuel and 2.5 million kilowatt-hours of electric power annually, according to economists' calculations. The overpass was built at the instructions of the electorate. [By I. Manevich] [Text] [Moscow IZVESTIYA in Russian 5 Dec 85 p 1] Residents of the new developments in Dnepropetrovsk have begun getting to work and returning home three times faster. This became possible after traffic was opened on the overpass 2.5 kilometers long. Designing such a structure was not simple. Most of the overpass is over railroad tracks. Original engineering solutions, the use of economical structures, and advanced construction technology have made it possible to reduce the estimated cost of the project by 290,000 rubles. [By I. Manevich] [Text] [Moscow IZVESTIYA in Russian 15 Dec 85 p 1] 8936

NEW ALL-TERRAIN MOTORCYCLE--Tula--The first "TMZ" all-terrain motorcycles have come off the line at the Tula Machine Building Plant imeni V. Ryabikov. They were designed primarily to meet the requirements of rural residents. The all-terrain motorcycle was tested under the most diverse road and weather conditions. It operates well not only on the highway, but it negotiates wet ground, snow-covered routes, and sandy and mountain roads surely, without slipping. The whole secret lies in the wide tires with a special tread design, which ensures reliable traction on the road. The collective of the Voronezh Tire Plant set up production of these "shoes" at the request of the Tula machine builders. In the first year of the 12th Five-Year Plan, 10,000 all-terrain motorcycles will be turned out. [By PRAVDA nonstaff correspondent N. Makharinets] [Text] [Moscow PRAVDA in Russian 15 Dec 85 p 1] 8936

HARD-SURFACE ROAD TO STETSENKOVO--Voronezh Oblast--The very remote village of Stetsenkovo has acquired a reliable transport link with the rayon center. It was provided by a 72-kilometer asphalt road built by the collective of the Rossosh DRSU [Road Repair and Construction Administration] of Voronezhavtodor. The route has enabled agricultural produce to be shipped out regularly and freight to be delivered to remote farms. [By M. Mefodiyev] [Text] [Moscow STROITELNAYA GAZETA in Russian 20 Dec 85 p 2] 8936

GORKIY-KIROV HIGHWAY IMPROVED--Whoever has tried to travel on the motor road from Gorkiy to Kirov in past years knows the difficulties that always were involved. The section from the border of Gorkiy Oblast to the rayon center of Kiknur in neighboring Kirov Oblast was especially complicated. Because of the swampy terrain, the road was passable just several months a year. The Kirov roadbuilders concentrated a great deal of effort on this very 30-kilometer

section, which now has been opened for year-round through traffic by motor transport. Thanks to the opening of the last section of the highway, Kirov farms have acquired convenient access to the national main highway from Gorkiy to Moscow. [By IZVESTIYA correspondent A. Yershov] [Text] [Moscow IZVESTIYA in Russian 23 Dec 85 p 2] 8936

NEW SEROV-SVERDLOVSK HIGHWAY--Serov--Vehicles have been traveling on the new main highway connecting Serov with Sverdlovsk. Nearly all the oblast's enterprises took part in building the new highway. An important contribution was made by transport workers from the "Sverdlovskdorstroy," "Sverdlovskavtodor," and "Uralstroymekhanizatsiya" trusts and the Sverdlovsk Road Building Trust. The highway will give new impetus to the oblast's economic life. With its opening, the volume of freight turnover in this region, where enterprises which turn out half the oblast's production are concentrated, will increase severalfold and production cost of shipments will be reduced by a factor of four. [By GUDOK correspondent V. Korshik] [Text] [Moscow GUDOK in Russian 17 Nov 85 p 2] 8936

CSO: 1829/52

SHCHERBINKA METRO TESTING FACILITIES PROJECT APPROVED

Moscow TRANSPORTNOYE STROITELSTVO in Russian No 11, Nov 1985 p 62

[Unsigned article under the rubric "In the Scientific and Technical Council, USSR Ministry of Transport Construction"]

[Text] The tunnel and metro construction section discussed and in general approved the construction design of the ring metro on the territory of the VNIIZhT [All-Union Scientific Research Institute of Railway Transport] experimental facility in Shcherbinka.

The overall length of the ring is 5.36 km and it is divided into two starting complexes: the first with a length of 2.76 km and the second with a length of 2.6 km. The ring route includes 4.26 km above ground and 1.1 km underground. The underground portion will be constructed at depths of up to 16 meters.

On the experimental ring the movement of four 8-car trains is envisioned. The cars will be of the types 81-715 and 81-716 with speeds on separate sections of up to 130 km/hr. The average speed of movement, factoring in stops at stations, is 46.6 km/hr. The above-ground part of the route is placed in a heated gallery assembled from prefabricated reinforced concrete components used for single-story industrial buildings.

The roadbed of the route has five design types.

The ring structures will be equipped with tunnel and local ventilation. Heat supply of production and service areas are envisioned from existing rayon steam plants of the experimental ring of VNIIZhT. The metro ring will be equipped with all types of communications. The scheme for the organization of construction ensures that the first 2,760-meter section of the route including two stations will go into operation by the end of 1986, and the second starting section will go into operation in 1988.

Construction of the underground section has been approved in two variants. One by open methods in pits with pile reinforcing and the other by covered tunneling with the use of ordinary reinforcing.

Iron tubes with diameters of 6.0 and 7.5 meters will be used for finishing the underground section constructed by tunneling. Transition areas will be finished with prefabricated reinforced concrete with attached waterproofing material.

The time required for construction work on the first section of the route will be 2 years and for the second section--4 years.

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RAIL SYSTEMS

RAILWAYS MINISTRY FINANCE, ACCOUNTING OFFICES REORGANIZED

Moscow GUDOK in Russian 12 Dec 85 p 2

[Unsigned announcement under the rubric "Official Department": "Reorganization of the Finance and Accounting Service"]

[Text] Effective 1 November 1985, the railroads' finance services have been reorganized into accounting and finance services, which are subordinate to the railroad chiefs. This has been done in order to improve the organization of accounting in railroad transport, to strengthen the role of the accounting apparatus in exercising control over the safeguarding of socialist property, and to improve the economics of enterprises and organizations.

The finance departments of the railroad divisions, the finance and finance/bookkeeping departments of the metro systems, and the finance departments of the territorial associations of industrial railroad transport have been reorganized into accounting and finance departments. They are subordinate to the chiefs of the indicated enterprises and organizations.

The Finance Administration of the Ministry of Railways has been reorganized into the Accounting and Finances Administration and subordinated directly to the minister of railways.

The finance/bookkeeping departments of the Subways Main Administration, the Material and Technical Supply Main Administration, the Design of Railroad Transport Facilities Main Administration, the Educational Institutions Main Administration, and the Economic Administration, as well as the economic planning department and accounting office of the Medical and Sanitation Main Administration, the finance department and accounting office of the Industrial Railroad Transport Main Administration, and the planning/finance department of the Ministry of Railways Central Communications Station have been reorganized into accounting and finance departments. They are subordinate to the chiefs of the enumerated administrations and organizations.

CSO: 1829/56

RAIL SYSTEMS

LEAD EDITORIAL ON RAIL SECTOR HARVEST SUPPORT

Moscow ZHELEZNODOROZHNIY TRANSPORT in Russian No 4, Apr 85 pp 2-4

[Editorial: "Toward the 1985 Harvest"]

[Text] The entire country is concerned today about the future harvest. The sowing campaign has ended in the southern regions, it is in full swing in the central region, and it is just beginning in the north. But the fate of the harvest is not being decided on the fields alone. Everything that is grown must be delivered in good time and in complete safety to the places where it is consumed and stored.

Goods from the countryside are special. You cannot postpone or readdress shipments of them. As a rule they require rapid delivery. Every day delayed can turn into high losses. For this reason, trains with equipment and fertilizers, fodder and seed grain are rushing to various parts of the country day and night. The direct duty of transport workers, and railway workers first of all, is to ship the output of the new harvest promptly and without losses and to ensure uninterrupted material and technical supply for the agroindustrial complex.

Rail transport is faced with shipping a record amount of freight for the countryside in 1985. Millions of tons of grain, sugar beets, potatoes, vegetables and fruit must be delivered. This year kolkhozes and sovkhoses will receive thousands of tractors, combines, 39,000 plows, 150,000 seeders and cultivators. Most of this equipment goes to its destination by train. At the same time, the transport of grain, fruit, citrus and melons from maritime and river ports has to be provided for.

This year the wintering of cattle was notable for its difficulty. Far from all the country's spring pastures have turned green yet. For this reason, the transport of fodder, hay [senazh] and straw has not lost its importance.

Last year rail transport somewhat underloaded mineral fertilizers for a number of reasons. The circumstances of shipping this most important national economic freight were aggravated by frosts, snowstorms and drifts in this difficult winter. But they are waiting for it in the countryside. After all, in carrying out land reclamation operations, the principal direction for intensifying field crop cultivation, 1.5 to 2 times more fertilizer has to be

put into the soil. While machine builders are increasing capacities for the production of automatic unloading cars and specialized tank cars for transporting mineral fertilizers and lime materials, the rolling stock that is available must be utilized efficiently. We cannot let the rural workers down. We must make up for the lag as rapidly as possible, increasing the shipment of mineral fertilizers by 14.4 million tons.

The problems of improving the planning of agricultural produce shipments and efficient utilization of each means of transportation and coordination of their work deserve particular attention by the planning and supply organs of the USSR Ministry of Procurement and other ministries and departments--the consignors of the foodstuffs and other goods for the countryside. They are at fault for still permitting quite a number of inefficient shipments of agricultural goods. Much sugar beet, fertilizer, grain, mixed feed, potatoes and vegetables are being delivered by rail over a distance of up to 50 kilometers. In the process, the productivity of a railway car is reduced to one-ninth as much. River transport is inadequately utilized for shipping grain, fertilizers, potatoes and fruits and vegetables. The Railway Traffic Main Administration of the Ministry of Railways should demonstrate consistency and persistence in resolving these and other problems to promote efficiency in shipments.

The experience of past years attests to the fact that procurement personnel often understate their requests for transportation. For this reason, in being guided by the decisions of the enlarged collegium of the Ministry of Railways of 29 January 1985, in the process of preparing for the 1985 harvest shipments to improve their organization, the anticipated volume of the shipments of grain, potatoes, vegetables, fruits, dressed poultry and other products should be defined more accurately, jointly with union ministries of procurement, food industry, agriculture, and the fruit and vegetable industry, as well as the Tsentosoyuz [Central Union of Consumers' Cooperatives], in accordance with their types and the regions of origin and destination.

In places there is large-scale shipment of agricultural produce it is necessary to establish a reserve of the appropriate rolling stock at the same time: grain carriers, refrigerated cars, and boxcars. There is still time, and everything possible must be done to develop the loading and unloading zones and overall mechanization of labor-intensive freight handling operations. Together with grain procurement personnel, we must concern ourselves with preparing sidings for grain receiving points, loading machinery and installations, and weighing facilities.

Increasing the volume of foodstuff shipments in cars coupled to passenger and mail and baggage trains will contribute to a large extent to speeding up their delivery and ensuring their preservation. The extra lines ["nitki"] of the passenger train schedule have to be more widely utilized for the rapid transit of rolling stock with perishable goods.

Improvement in the organization of operational work is the basic reserve in providing shipments for the agroindustrial complex and for maximum utilization of rolling stock, the demand for which will increase with each day. For more efficient use of enclosed and specialized rolling stock and its expeditious

turnaround and return to loading points, the routing of block trains with agricultural goods must be improved. It is especially important to combine the freight flow and to increase departure on direct routes, preferably with assignment to one station. It also is necessary to mention the regulated routes for shifting empty boxcars to the lines where freight is being loaded on a large scale. A combination of measures should be defined for organizing expeditious relocation of agricultural equipment and machinery sent for the sowing campaign and harvesting, taking into account that shipments of equipment for the countryside, as a rule, are carried out in a concentrated manner, in brief periods of time. In the final analysis, all this will make it possible to reduce cars' turnaround time.

During the period of large-scale shipments of agricultural goods, it is necessary to reduce rolling stock layovers for loading and unloading in every way possible through containerization and palletization and wide use of modern packaging materials. This will enable us to make labor-intensive reloading operations significantly easier and to improve the preservation of foodstuffs.

The valuable experience of the best enterprises must be utilized in every possible way in organizing the transportation of agricultural goods. It is important that not one good initiative is neglected and remains without support. Several years ago a suggestion by railroad workers of the Salsk Division of the North Caucasus Railroad received wide publicity. Together with agricultural, agricultural equipment, and motor vehicle transport workers and procurement personnel, they spread competition to meet in full the transport requirements of the regions being served and to speed up delivery of agricultural goods with the motto "Model transport support for agriculture." But today this valuable initiative has been forgotten by many. Apparently it was not supported by the necessary organizational work aimed at developing what had been achieved. Neither did this experience receive support from the transport scientists, but in fact their participation was stipulated in a collective agreement on organizing competition at one time.

The experience accumulated in Shebekinskiy Rayon, Belgorod Oblast, is interesting. With the energetic support of party and soviet organs and the help of transport workers, the kolkhozes and local enterprises here combined their efforts and set up their own railroad shop. And it succeeded. Thus the rayon's self-supporting association "Mezhkolkhozselprom" was established. The initial expenditures were long ago repaid a hundredfold. But for some reason they are not rushing in other agricultural rayons to introduce this progressive organization for rural transport service.

Advanced production experience is rightfully called our wealth, an inexhaustible source of inspired creative labor. Everything is important in it--both concrete economic results and educational significance. Indifference and formalism are especially intolerable here.

Further development of combined competition among railroad, water and motor vehicle transport workers and reinforcement of their ties with workers in industry and the countryside contributes to improvement in transport support for agricultural production. It is very important to support in time and in a

businesslike manner those who take the lead in moving agricultural goods rapidly, and to mobilize overall efforts to speed up the turnaround of rolling stock and ensure efficient work in all the links of the transport production line.

The experience of labor collaboration among sailors, railroad workers, and motor vehicle and river transport workers in the Leningrad transport hub, which has been approved by the CPSU Central Committee, should receive further creative development and wider application. Its utilization is not restricted by the limits of one transport hub or another. It has a much broader significance. The progressive form of work introduced in the Leningrad transport hub should be fully utilized to organize shipments of agricultural goods, at points where they are loaded on a large scale.

Improving and raising the quality of maintenance of railroad cars sent for loading agricultural produce is a task of vital importance today. The uninterrupted and safe shipment of the produce from the new harvest depends to a large extent on the promptness and quality with which the rolling stock is prepared. Judging by the number of points engaged in overall preparation of the cars in the network and their overall productivity, the situation may appear satisfactory. However, the unsatisfactory condition of rolling stock and the poor quality of cars' preparation at the maintenance and washing points from year to year holds back the loading of grain and other food products. Last year only 50-60 percent of the total number of boxcars on the West Siberian, Tselin and North Caucasus railroads sent to maintenance and washing points were fit for shipping grain. The rest of the cars were rejected for various reasons.

The direct responsibility of the Railway Traffic and Railroad Cars main administrations is to take effective steps to ensure that railroad cars are maintained and to increase exactingness for consignees by fully unloading and cleaning rolling stock. The responsibility of the managers of railroad car services for the quality with which cars are prepared also should be increased. Each car completing overall preparation should be fit for carrying agricultural produce. It is especially important to be concerned about the working order of boxcars with self-sealing doors.

The situation with grain screens is alarming. Last year there were not enough of them on a number of railroads. Before the large-scale shipments of grain it is necessary to make up for the lag in the manufacture of grain screens, to speed up the repair of those that are defective, to stock them at places where large quantities of grain are loaded, and to put the stock-taking, storage and use of screens in proper order for shipments. At the same time, the method of eliminating defects in the joints of self-sealing doors with special sealing strips when grain is shipped, which has proved itself in practice, should be introduced everywhere.

The widespread use of refrigerated cars, grain carriers and ARV's [self-contained refrigerated cars] requires more efficient utilization of this expensive rolling stock. The increasing number of their empty runs and burdening of the line with more movement of empty cars can reduce the gain

from specialization to nothing. And it is quite impossible to reconcile ourselves to the fact that refrigerated cars should cover, even according to standard, only about 300 kilometers per day. But in fact they cover far less distance. Hundreds of refrigerated cars on the Central Asian and Azerbaijan railroads are standing idle waiting for current maintenance. They often damage this valuable rolling stock at shunting stations, as a result of operating it in an uninformed manner. A suitable maintenance and equipment base has not been established for it thus far. It is high time that the Railroad Cars Main Administration organized normal maintenance for the fleet of refrigerated cars.

It is no secret that the situation with preservation of agricultural produce is still far from satisfactory. A considerable amount of food often is lost because of violations of delivery times and temperature conditions in refrigerated cars. And although the Ministry of Railways has established strict supervision of the shipments of perishable goods, it is nevertheless the fault of the Railway Traffic and Railroad Cars main administrations that there are still large financial losses in transport.

Most of the losses are due to cars in disrepair. Quite a number of defective refrigerated cars and boxcars with damaged doors and holes in the body, roof and ceiling are operating on the network. There is reluctance to repair them; it is easier to "push off" an empty defective car onto another line. But after all, all this results in considerable losses of precious goods. Much of the produce from the countryside is still being shipped in bulk, which doesn't help to preserve it in the best way, of course, and makes unloading more difficult.

Preserving agricultural produce is a most important task. In each link of the transport production line--from preparing the cars to unloading them--the harvest shipments must be watched carefully. Everything grown by the farmers must reach the consumer undamaged.

Efficient work by the railroads in shipping the produce of the new harvest requires increased attention to maintaining the lines, rolling stock, signaling equipment, communications, and energy-producing equipment in good working order.

On a number of lines which are carrying agricultural produce, maintenance operations are under way. The severe winter this year and the heavy spring flooding in many places have weakened the track bed. But under these conditions as well, it is extremely important to ensure observance of established performance standards in the "breach" and prompt cancelation of warnings after the operations are completed. The work must be organized so that each "breach" is utilized with the most efficiency, and not only by railway workers, but electrical, power and communications workers as well. Operations have to be conducted strictly according to schedule, without permitting the time that open lines are occupied to be increased.

Quite a few shortcomings in the current maintenance of locomotives and cars are complicating train work. The number of stops by locomotives for unplanned repair is still high, the layovers by diesel engines for scheduled maintenance

are extensive, and deterioration of the line of travel is tolerated. The number of cars uncoupled for overheated journal boxes and other technical malfunctions is not being reduced. The Lines, Locomotives and Railroad Cars main administrations and their subunits must take decisive measures to eliminate these shortcomings and ensure that the proper operating reliability is provided for the technical facilities of transport.

Modern electronic computer technology is opening broad prospects for improvement in management of the transport production line of the agroindustrial complex. A system of overall monthly planning of food shipments in cars and containers is already functioning successfully in the Ministry of Railways, and this year it is planned to complete development of an experimental system for automating the compilation of original shipping documents (trip logs) with the use of microprocessor technology. Work on a system of calendar planning and monitoring of foodstuff shipment will be continued in 1986. Automated control systems are now functioning at 50 shunting stations. In the near future they will make their appearance in transport hubs and where large ports are situated. All this will make it possible to provide for the shipment of agricultural goods on a higher level.

Thus far piggyback shipments--the transport of loaded truck trailers by rail for long distances--have not been widespread in our country. But after all, this is a reserve which now makes it possible for us to more efficiently utilize both motor vehicle and rail transport. Everyone is a winner in the process. Truck transport operates over the short distances which are more economical for it. Rail transport carries the freight for long distances, and with minimum layovers for loading and unloading operations. Agricultural workers and consumers send and receive their products from "door to door," as they say. And because of a minimum number of transshipments, delicate goods are delivered in better condition. Such shipments are popular abroad. Is it not time that railroad workers, jointly with trucking and agricultural workers and procurement personnel, thoroughly assessed the opportunities for piggyback transport in our country and set about introducing it?

Neither can we forget about improving service for the population in a rural locality. There are usually few persons on passenger routes in rural areas, seasonal in nature and with many stops. But are our rolling stock and other technical facilities prepared for such trips? It was planned to build about 400 new passenger platforms for the countryside by the end of the current five-year plan, but it looks as if no one is rushing to implement this decision. They are in no hurry in the Locomotives Main Administration to order motorized railway cars, buses on rails that are so necessary for serving the countryside. It is clear to everyone that it is not expedient to take an entire electric train or diesel train hundreds of kilometers for the sake of a dozen persons who want to go from one field to another. But who is thinking about entering rural passenger trips in the schedule? Such a situation cannot be considered normal. It is necessary to devote the proper attention to transport for the population in a rural locality.

In principle, harvest work has begun on the country's fields. The flow of early vegetables and fruits is just about to move from Azerbaijan, Central Asia and Transcaucasia. Later the Northern Caucasus, Moldavia and Southern

Ukraine will be included in this production line. For railroad workers, the shipment of early vegetables is a general rehearsal before the main harvest. But it will require exceptional management efficiency and maneuverability. In the struggle to preserve the harvest that has been grown and to expedite shipments of goods from the countryside, the most important role belongs to the railroad workers. Ensuring the regular and timely delivery of everything necessary to work out the USSR Food Program with the least losses--this is the main objective on which the efforts of all transport workers should be concentrated.

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MARITIME AND RIVER FLEETS

BRIEFS

DNESTR CHANNEL IMPROVEMENTS--(TASS)--Improvement of Moldavia's mainline waterway--the Dnestr River--has been begun. In expanding its transport capabilities, hydraulic engineers, with the aid of powerful excavating equipment, have begun making the 100-kilometer underwater channel which will run along the river bottom. As a result, the length of the navigable channel will be doubled. [Text] [Moscow VODNIY TRANSPORT in Russian 1 Oct 85 p 1] 8936

NEW SHIPS FOR CASPIAN SHIPPERS--A new tanker named Bolshevik Aligeydar Karayev has been built to order for the Caspian Shipping Company at the shipyard in the Romanian city of Drobeta. The new tanker can take more than 5,000 tons of oil on board every trip. Its cargo tanks are completely separated from the compartment in which ballast water is stored. And this means that the ship is completely safe for the environment. [Text] Baku BAKINSKIY RABOCHIY in Russian 13 Oct 85 p 4] One more tanker for Caspian shippers has been launched in the Bulgarian city of Burgas. Shipbuilders of the Shipyard imeni (Iliya Boyadzhiev) have completed finishing work on the ship and have readied it for the long trip to Baku. Caspian shippers decided to give the new tanker the name of Hero of the Soviet Union Lyubov Shevtsova, a member of the "Molodaya Gvardiya" underground organization. The tanker Lyubov Shevtsova, which has a cargo capacity of 4,600 tons, has been fitted out with equipment which permits the crew's work to be made as easy as possible. [Text] [Baku BAKINSKIY RABOCHIY in Russian 13 Oct 85 p 4] The ferryboat Sovetskaya Armeniya, which will serve on crossings in use on the Caspian from Baku to Krasnovodsk and Baku to Aktau, is en route to Baku. The ferryboat will take more than 200 motor vehicles on board for each trip. [Text] Baku BAKINSKIY RABOCHIY in Russian 13 Oct 85 p 4] 8936

CSSR-BUILT SHIPS DELIVERED--The Volga-Don River Shipping Company has been replenished with two new motor vessels of the "Amur" type, built at the shipyard in Komarno, Czechoslovakia. Compared with vessels in operation, the new Volgo-Balt-250 and Volgo-Balt-251 have a sturdier hull which makes it possible to operate in ice, and they are the type that is environmentally safe. Handling of cargoes without transshipment on the combined river and sea routes of the Volga-Don River Shipping Company began over 15 years ago. Today the Don flotilla of ships for combined river and sea navigation is capable of handling more than 100,000 tons of cargo at the same time. Recently the Volga-Don River Shipping Company's oil tanker fleet was replenished with one more MT-7 river tanker; it has been assigned to the fleet's Aksay Maintenance

and Operations Base. With the acquisition of new oil tankers during the 11th Five-Year Plan, the cargo capacity of the Don tanker fleet has been increased by nearly one-third as much. The contribution by river transport workers to carry out the pledges made for the 27th CPSU Congress is increasing every year. [By B. Blizgarev] [Text] [Moscow VODNYI TRANSPORT in Russian 19 Oct 85 p 4] 8936

PECHORA-BUILT RIVER SHIP--Pechora--The launching of a new ship is always an exciting event. But this time the mood of the workers at the Pechora Maintenance and Operations Base was special: there had not been any ships at Pechora like the one that was built. The new dry cargo motorship was built in accordance with the plan of the Novosibirsk branch of the Central Technical Design Bureau of the RSFSR Ministry of the River Fleet; it is equipped with an articulated [izgibayushchayasya] barge-attachment, and will be able to carry up to 900 tons of cargo at one time. A crane has been installed on it for self-unloading, and unique navigational equipment ensures safe navigation on the winding northern rivers. [By V. Ovchinnikov] [Text] [Moscow VODNYI TRANSPORT in Russian 16 Nov 85 p 1] 8936

VOLGA-BALTIC WATERWAY IMPROVEMENTS--(TASS)--Improvement in the Volga-Baltic Waterway imeni V. I. Lenin has become a new stage in the quality of transport intensification in the country's northwest. Modernization of the basic arteries of this mainline waterway has been completed. A number of freight flows have switched over to it, and this has made it possible to release over 10,000 railroad cars this year alone. [Text] [Moscow VODNYI TRANSPORT in Russian 16 Nov 85 p 2] 8936

SHIPS FOR FAR EAST--The Far Eastern Shipping Company has received two more modern large-capacity multipurpose dry cargo vessels strengthened for ice. They were built in Finland to order for the USSR. The new ships have been given the names of veterans of the Soviet merchant fleet and the Great Patriotic War who made an important contribution to maritime transport and polar navigation. The motorship Anatoliy Kolesnichenko, after completing a voyage from the Baltic to the shores of Soviet Primorye, then took on cargo destined for the national economy of the North. The ship departed for waters of the Eastern Arctic, where it visited the ports of Pevek and Provideniya. The motorship Kapitan Man, after completing operations at the Belgian port of Antwerp, took up a course for Vladivostok. [By B. Georgiyev] [Text] [Moscow VODNYI TRANSPORT in Russian 19 Nov 85 p 3] 8936

MARITIME-RIVER CONTAINER LINE--Odessa--A new dry cargo container route has linked Odessa and Ilichevsk with the Dnepr ports--Dnepropetrovsk, Kiev and Cherkassy. The river motorship Lubny has begun making regular trips here. This relatively small ship, berthed in the second cargo region of the Odessa port, seemed even smaller alongside its seagoing fellows. Many wondered what kind of winds had brought a river ship into a maritime port. "At first we felt somewhat uncomfortable here," explained the Lubny's captain, G. Sidorenko, "but we have begun to get accustomed to it. We have brought carbamide in containers from Cherkassy intended for export. We will take imported cargo on the return trip from Odessa and Ilichevsk. The new route will help to release thousands of railroad cars and speed up delivery of cargo to cities in the Dnepr region." It was the Black Sea shippers' idea to open

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such a route. Ye. Sarenko and A. Kislyakov, container shipment specialists of the shipping company who had been at the Dnepr ports more than once, carefully studied the possibilities; together with the river transport workers, they discussed the prospects for such collaboration. Recently the motorship took up a course for Ilichevsk; it will proceed from there to ports in the Dnepr region. [By V. Omelchenko] [Text] [Moscow VODNIY TRANSPORT in Russian 5 Dec 85 p 1] 8936

NEW TANKER FOR GEORGIANS--Batumi--A new tanker in the series of the J. Broz Tito type, the Nata Vachnadze of 16,421 tons deadweight, has been added to the fleet of the Georgian Shipping Company. The shipping company now has seven such ships. The tanker was named after the famous Georgian actress who died prematurely in an aviation accident. [By R. Gologorskiy] [Text] [Moscow VODNIY TRANSPORT in Russian 10 Dec 85 p 1] 8936

'AKHELAYD' SHALLOW-DRAFT FERRY--A vehicle and passenger ferry in the new "Akhelayd" series has been launched at the Riga Ship Repair Facility of the USSR Ministry of the Maritime Fleet. The ferry is intended for year-round crossings between the islands of the Moonzundskiy Archipelago and the continental part of the Estonian SSR. In contrast to ships built in Riga previously, the new diesel-electric ship has a shallow draft, which enables it to enter the shallowest harbors of the small Baltic islands. It can take 120 passengers and 40 passenger cars on board. Machine builders of the Karl Liebknecht Plant in Magdeburg (GDR) built an engine for the ferry which is lighter, but with the same power stipulated by the plan. In addition, the shipbuilders replaced the steel sheet of interior compartments with aluminum and made other modifications. All this decreased the ship's draft significantly. "The vehicle and passenger icebreaking ferries built by Riga workers have earned the gratitude of the sailors and residents of the republic," says A. Kask, chief of the Estonian Shipping Company. "Operating in bad weather in both winter and summer, these diesel-electric ships are making an important contribution to development of the republic's national economy." [By D. Gefter] [Text] [Moscow IZVESTIYA in Russian 18 Dec 85 p 3] 8936

NUCLEAR-POWERED RIVER ICEBREAKER--(TASS)--Construction of a nuclear-powered icebreaker to order for the Soviet Union has begun at the Finnish shipyard of the ("Vyartsilya") Joint Stock Company. A ceremony was held to celebrate the cutting of the first steel sheet for the vessel. The shallow-draft icebreakers of a new type are designed for operation in the estuaries of Siberian rivers. "The practical implementation of a broad plan developed in close collaboration between Soviet and Finnish collectives and organizations has been begun," T. (Horn), general director of the firm and deputy chairman of the Finnish side of the Permanent Soviet-Finnish Intergovernmental Commission on Economic Collaboration, emphasized in a conversation with a TASS correspondent. [Text] [Moscow VODNIY TRANSPORT in Russian 19 Dec 85 p 1] 8936

YUGOSLAV-BUILT RIVER SHIPS--Belgrade, 31 (Dec)--The red flag of the Land of the Soviets is raised over the deck of the new ship, and the national anthem of the USSR is played. A ceremony celebrating the transfer to the Soviet Union of two ships for transporting vegetables was held today at the central pier in the capital of the SFRY. The Belgrade and the Sava, launched at the J. Broz Tito Shipyard in Belgrade, will operate on the Volga, delivering vegetables and fruits from the country's southern regions to Moscow, Leningrad and other industrial centers. Modern equipment will ensure that the produce is fully preserved. [By PRAVDA correspondent V. Sharov] [Text] [Moscow PRAVDA in Russian 1 Jan 86 p 4] 8936

PORTS AND TRANSSHIPMENT CENTERS

CHIEF ON NAKHODKA PORT OPERATION.

Moscow VODNYI TRANSPORT in Russian 3 Aug 85 pp 1-2

[Article by G. Zhebelev, director of Nakhodka port, representative of the coordinating council for the Nakhodka transport network: "Greater Independence is Needed to Strengthen the Cooperation of Related Industries"]

[Text] Our port is the largest on the coast and in the Far East. In our operations, we must come into close contact with the Mys Astafyeva, Tikhookeanskaya, Barkhatnaya and Nakhodka railway terminals, with workers of the Ministry of Forestry and Paper Product's wood-export transshipment base and its coastal product supply division, the Nakhodka office of the All-Union Soyuzvneshttrans Association, Glavsevertorg [Chief Directorate of Northern Trade] and other organizations. These organizations are also part of the Nakhodka Transportation Network whose task is to carry freight for our thousands of clients.

The daily joint planning of our work and the resolution of all of the more imminent operative problems take place at meetings of the network working group at 10 o'clock in the office of the chief port dispatcher. Weekly meetings of the coordinating council under the guidance of the port authority representative work out decisions on the work of the network, organize socialist competition between single multiple-skill dispatch shift-workers at the port, terminals and other parts of the network, convert transshipment complexes and enlarged cost-accounting brigades to a schedule that matches the railroad work schedules and conduct joint party accounting aktivs [?], meetings and holiday meetings. This is not even close to being a full list of the forms and methods of work used by the Nakhodka network or means employed to teach everyone a feeling of responsibility for the common goal and develop mutual understanding and working cooperation.

Last year, the combined efforts of these transport enterprises carried 13 million tons of freight and loaded 150,000 railway cars. The planned transshipment of freight was exceeded by 206,000 tons and this brought in 1,328,000 rubles of extra income. The cost of freight handling operations was lowered 2.7 percent and labor productivity was increased by 3.6 percent. By increasing the intensity of loading work, 947 hours of the fleet's berthing time were saved. In socialist competition between transport networks of the

coastal region, we were three times awarded the intermittent Red Banner of the CPSU kray committee, kray executive committee, kray trade union organization and and kray komsomol committee.

The decisions of the collegium of the USSR Ministry of the Maritime Fleet and presidium of the trade union's central committee decided to award the Nakhodka transportation network first place for its 1984 results.

The outward benefits of the work of the transportation network are obvious. However, we do have rather many serious problems. Their operative resolution will decide how we finish the five-year period.

Today's transportation network is a completely-formed organizational structure. Its participants have sharply defined duties and methods of coordinating their work but they face no more than moral responsibility if they violate requirements and coordinative decisions. This is not enough to insure any reliable operations between them.

This has made it necessary to deal with situations in which, for example, the council analyzes an operating situation and makes a decision. I would like to emphasize that this decision is made unanimously without any sharp discussion or disagreement. However, in all actuality, anyone knows that the council's decisions are meaningless. This is true for numerous reasons. causes. We know that the network is made up of organizations with varied and often opposed interests. Aside from the moral and psychological responsibility that directors have for implementing a council decision, it is quite obvious that there should also be established some administrative measures. These slowdowns cost us tens and hundreds of thousands of rubles.

For example, at one session of the transportation network's coordinating council, P. Poznyak, the director of the Nakhodka terminal was ordered to use the proper services of the division and the Far Eastern Railroad to solve the problem of unloading 400 tons of the chemical "odorant" into normal open railway cars since the "attached cars" required by railway shipment regulations were not available to either the port or the railway terminal. Regardless of the fact that this chemical was occupying an entire section of the depot and preventing the storage there of other incoming goods, regardless of the fact that the recipient was sending the port numerous telegrams requesting the chemical's faster shipment and regardless of how obvious the only possible solution was, the directors of the Nakhodka terminal "took the liberty" of accepting this decision and providing 10 open cars for shipping the "odorant" only after 5 months had passed.

Here is another example. Under conditions of mass delivery of freight for the Arctic and the Chukotka region with every inch of storage space at the port being precious, a pile of large-diameter pipe unloaded on 5 May 1985 from the motor ship Berezhinales spent more than 20 days rooted to the spot. In full accordance with its agreement, Promsyreimport [Industrial Raw Materials Import] notified the port on time to send these pipes to the Kyzyl-Syr pier and to then ship them to the Lena River port of Osetrovo. This did not accomplish much, however, because a wait of 20 full days was not enough time

to get the Ministry of Transportation's plan for this transshipment to the Lena River port.

Let us consider still another problem. It often happens that the port accumulates as much as 60,000 tons of large pipe filling up the depots. The port authority receives a flow of telegrams from the Ministry of Petroleum and Natural Gas Industry requesting that this pipe be shipped out faster. How fast this pipe can be shipped out depends entirely on how fast it can be loaded into railway cars. It might seem that our general interests would dictate that the pipes be loaded onto the waiting cars at the fastest pace and greatest volume but this is not how things are handled.

Everyday, the port gives the railway claims for 100 gondola cars. We have been provided 20-30 gondola cars just for the shipment of pipes but 200-300 empty cars taken from the port each day for coal and timber are turned over to the railway for according to the control plan. Therefore, empties are often sent by the Ministry of Transportation over the Far East, Trans-Baikal and Eastern Siberia railway lines into the regions that are supposed to receive the pipes.

For this reason, the port worked feverishly during the first quarter of 1985 and the fleet carrying the pipes stood idle because of overloading of the depots.

At selector [selektornykh] conferences in March and April, Deputy Minister of Transportation V. Ginko repeatedly instructed the directors of the Far Eastern Railroad to unconditionally provide gondola cars to transport pipes. However, it was only at the end of April that these proper orders were executed by the directors of the Far Eastern Railroad -- the port began to load 100-110 cars each day with pipes.

We understand that the control task of the Ministry of Transportation is the basis for planned regulation of transshipment over the entire railway network of the USSR. However, the 2-3 days that the cars are delayed while they are loaded in port and unloaded at the destination can be compensated by the same form of control after which the the number of gondolas received will stabilize.

Unfortunately, the problem of gondola loading can only be solved by the ministry. However, it seems to us that it would be more feasible for the railway administration to handle this. For the time being, thousands of tons of pipe are waiting in depots to be carried out and the gondola cars are carrying nothing but air for thousands of kilometers.

Despite the port's demands and the established plan, the transportation network fell into a critical situation at the end of 1984 because of the chronic shortage of empty closed cars. For this reason, ships piled up at the berths and the port roads in December 1984 and many of them had to wait 50-60 hours. Because of this long wait, the grain became wet on some of the ships and its quality was affected. Aside from this, the time that the fleet spent waiting caused considerable expense.

In January, after a detailed investigation of the situation by a commission led by the transportation prosecutor of the Far East, M. Vorotnikov, on the orders of the Ministry of Transportation to provide according to regulations to the Far Eastern Railroad 250-300 cars and grain cars each day for the ports of Nakhodka and Vladivostok, the waiting fleet was quickly unloaded. By the end of March, the port of Nakhodka was continuously providing empty cars according to daily demands. The effect of the help of the Ministry of Transportation was that incoming ships in March were berthed immediately without having to wait in the port roads and the pace of their unloading considerably exceeded norms.

It was not without cause that the sceptical port foremen smiled: "Let us see what happens when the prosecutor leaves!". Unfortunately, their scepticism had already gained some real basis in April.

Just when the Ministry of Transportation provided the cars for the Far Eastern Railroad, the supply of grain cars to the port dropped sharply in April. In May, the established quota for grain loading was only 68 percent fulfilled. Therefore, by the end of that month, 11 ships with a combined load of 175 tons again piled up in the port and many of them had to wait 45-55 days. Due to moisture and spontaneous combustion, part of the grain became unusable and the sad December experience was repeated.

It seems an unjustifiable luxury for us to repeat such experiences, especially when we can foresee their consequences.

It is obvious that when the Ministry of the Maritime Fleet and the Ministry of Transportation set a monthly quota for the loading and unloading of imports at certain ports, the Ministry of Transportation must plan to help with empty cars by proper management of its railway lines. One can hope that the directors of the Ministry of Transportation will be able to provide the Nakhodka Transportation Network the same effective help that it did in the first quarter of 1985 on numerous orders of the minister. The Nakhodka Transportation Network has a large number of examples of useful decisions that its participants have made in the name of their common goal even when these decisions imposed difficult extra circumstances on a given subject. To reduce the labor-intensiveness of the transshipment of freight for the Arctic and Chukotka regions, the directors of the Severotorg Base and the coastal division for product delivery took extreme measures in 1984 and 1985 to implement containerization of piece goods. Together with a strict order for preliminary concentration of ships in an adjusted schedule for fleet approach to the port, this measure made it possible in 1984 the increase the gross intensity of the working of arctic ships by 18 percent and a 20-percent growth in freight traffic.

In connection with the growth in the turnaround in car stock at the Nakhodka terminal, at the request of the division, we activated berth number 31 at Mys Astafyeva (which had unused space) for the transshipment of grain. Furthermore, in the interests of the common cause and on a joint decision of the Far Eastern Seaport Administration and the Far Eastern Railroad to ship

multi-batch coal out of the Eastern Port, the Nakhodka port, contrary to the established products list of the 1985 plan, took it upon itself to ship Magadan and export coal.

In order to assimilate the increased railroad traffic in the port, the Far Eastern Railroad decided to include within its plan for the five-year period the reconstruction and expansion of the park at the Barkhatnaya terminal and to build additional lines from the Nakhodka terminal to the port.

Along with these examples of bold major decisions made within the transportation network, amazement is aroused by the petrified forms of bureaucracy in the interrelations between the Russian Republic Ministry of Natural Gas, Eksportkhleb Association and Soyuzvneshttrans Association. A characteristic example is that during the winter, the State Bread Inspectorate discovered that the grain in an incoming ship had been damaged by pests. It is commonly known it is senseless to fumigate at temperatures of -20°C and that new instructions should be given to where this grain can be accepted and fumigated on the spot.

However, the process of solving this obvious problem is handled in the following manner: the State Bread Inspectorate telegraphs the port and the bureau of the SVT [not further identified]. The bureau of the SVT then send a telex to Eksportkhleb. That organization which provides the necessary information to the Ministry of Natural Gas of the Russian Republic which reaches an agreement on the question with the USSR Ministry of Natural Gas and they then give new reserve orders to the ministry official in Vladivostok who forwards them to Nakhodka. It takes two to five days to solve this problem. Meanwhile, every 24 hours a ship spends waiting costs 5-6 thousand rubles and berths, machinery, dockworkers and scarce grain cars are all idle.

Much work and time, and therefore the nation's money, is wasted because some of the partners in the transportation network are able to make independent decisions and follow them while for others this becomes an insolvable problem.

Let us say that if the port, the Glavsevertorg bases and the coastal division for product delivery are organizations that are able to make independent decisions, then the second-echelon members of the network such as railroad terminals, the export timber transshipment base, the Soyuzvneshttransport bureau practically do not have their voice in these decisions.

For example, in order to drive empty cars from out of the third freight region into the first or second (which are separated only by a few kilometers), a command from the Vladivostok division of the railway is necessary. Without such a command, the workers at Mys Astafyeva and Nakhodka do not have any right to move the rolling stock but hours and even days are lost waiting for the proper orders.

There are still quite a few such facts but the fact lies in the matter that it has for a long time been necessary to create at Nakhodka a coordinating center whose officials could coordinate the work of terminals and regulate the rolling stock. Decisions by such an independent official could considerably reduce the organizational nonsense and save quite a lot of money.

PORTS AND TRANSSHIPMENT CENTERS

CHIEF ON KRASNOVODSK PORT OPERATIONS, PROBLEMS

Moscow MORSKOY FLOT in Russian No 11, Nov 85 pp 12-14

/Article by L. Golovko, chief of the Krasnovodsk Port: "The Sea Gates of Central Asia"/

/Excerpts/ The port was completely reconstructed in postwar times. The old wooden piers for dry freight have been torn down. New moorings with gantry cranes have been built and a complex for the transfer of crushed stone erected. The obsolete piers at the Ufr oil area have been razed and highly mechanized ones of reinforced concrete put up in their place. Today up to 6 million tons of oil and oil products are loaded on the new oil piers.

Modern high-efficiency equipment has totally replaced the low-efficiency auto and railroad cranes at Krasnovodsk and the subsidiary port areas of Bekdash and Aladzh.

This has permitted a significant increase in productivity, reaching 19,000 tons per work (5.1 percent over the plan) in 1984.

And there is more. The dream of Krasnovodsk dockworkers in the terrible war years to organize a constant ferry service has been realized. It operates on the shortest route between Krasnovodsk and Baku. The ferrying, brought into operation in 1963, eliminated two transfers of freight--from the railroad to the ship and the ship to the railroad.

The new ferries "Sovetskiy Tadzhikistan" and "Sovetskiy Dagestan" began service in December 1984. The addition of several more ferries is planned. Their operation permits an increase in freight turnover of 2-2.5 times.

All freight between the ports of Baku and Krasnovodsk is now handled by ferry. In the first years of ferry operation at the Krasnovodsk port itself, the transport of freight between the subsidiary port areas of Bekdash and Aladzh continued. For the most part, these were the loads of petroleum products. In 1965-1966 the volume of freight exceeded 300,000 tons. New freight appeared with time--table salt from Kulli-Sol, crushed stone transported to the river ports of the Volga. The freight turnover in 1984 (excluding ferry transport) reached 2.15 million tons.

In developing a coordinated competition among workers in related fields, the Krasnovodsk Port and the municipal railroad station recruited workers from the labor collectives of crushed stone quarries and from the cargo vehicle pool.

A coordinating council for the transportation network and workers' groups from the enterprises has been created and is in operation. At their meeting, annual socialist obligations are adopted, quarterly production totals are figured, shortcomings are exposed and suggestions for improving work are introduced. Information is exchanged daily on the arrival of ferries and dry-freight vessels, and on the delivery of wagons. The order and times of combined day and shift plans are worked out for the transportation network system.

The combined activity of related transport organizations permits improvement in fulfillment of quantity indicators for all competing enterprises. In particular, the port has fulfilled its tasks ahead of schedule each year of the Eleventh 5-Year Plan. Our collective smoothly handles cars sent for processing and prevents above-norm idle-time or accumulation.

The efforts of the Krasnovodsk dockworkers, directed at broadening and equipping the production base, have brought good results. Thus, while in 1965 the port processed 1.8 million tons of freight (excluding liquid products), in 1985 this indicator reached 6 million tons.

Together with this are a number of problems which the Krasnovodsk dockworkers can solve only with the help of the Caspian Shipping Co., the Maritime Fleet and the Ministry of Railways.

At the present time five-six ferries operate simultaneously, but the rail lines at Krasnovodsk are capable only of handling the coupling of cars for three. As a result, almost every ferry is delayed on any given run 1-5 hours above the norm. In spite of the fact that the management of the Central Asian Railroad and the Ministry of Railways knew in advance that additional ferries would be brought into service, they did not take decisive steps to reconstruct the Krasnovodsk station. If you consider that even greater increases in the number of ferries are expected, it becomes essential to expand Krasnovodsk station most urgently.

Because of the situation that has developed at Krasnovodsk station, the management of the Central Asian Railway proposes the nonselective loading of cars onto the ferries. We believe that this question must be studied by the Caspian Shipping Co. and appropriate scientific organizations in order to provide needed recommendations for practical effectiveness.

When the ferry to Bekdash is operational, all general freight will go there and only the transfer of bulk freight (crushed stone, salt) will remain at Krasnovodsk. Significant storage space will be freed up as a result of this. Glavflot of the Maritime Fleet Ministry, in this connection, must quickly resolve questions of charging the port with transit export-import freight.

Pier 13, which 177 meters long, has been under reconstruction since 1983. It has enormous warehouse space sufficient for a container terminal. The Maritime

Fleet Ministry proposes the processing of transit containers for large freight, but the port cannot accept them in its present condition--there is no equipment and no appropriate storage area. This problem may be resolved in the future reconstruction of this pier and the equipping of its storage area, but the assistance of the Caspian Shipping Co., Kaspomorniproekt, and the Maritime Fleet Ministry is essential.

The port does not have an overall plan for reconstruction and development, but our appeals to the shipping company about this have been ignored. Such a plan is essential; after all we can operate more purposefully and systematically.

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PORTS AND TRANSSHIPMENT CENTERS

KUYBYSHEV BERTH CONDITIONS HAMPER GRAIN LOADING OPERATIONS

Moscow VODNIY TRANSPORT in Russian 1 Aug 85 p 1

[Article by V. Fedulov: "The Old Berths Have Clients: Grain-Carrying Ships Are Standing Idle"]

[Text] The grain berth of the animal feed plant stands in the backwater of the Kuybyshev Repair and Operations Base of the Volga United River Shipping Association. It was built in 1951 when the river fleet consisted mostly of barges and low-capacity motor boats. At that time, the people in the river transport industry had no complaints about their equipment. Now, however, since the production of the Volga-Don's that carry as much as 5000 tons of grain and require at least 80 hours to load, the imperfect freight-handling equipment has received a mass of complaints.

It must be said that ship unloading operations at both the animal feed plant in Kuybyshev and at many other places misrepresent the real state of affairs at the granary berths. In the opinion of the first navigator of the Volga-Don-135 motor ship, S. Smirnov, it is only in Moscow that the unloading standards correspond to the actual capacity of the equipment.

Since Volga-Dons have been allotted to navigating the Ulyanovsk-Leningrad-Kuybyshev-Ulyanovsk line in the last year of the five-year period. They bring coal from the Middle Volga and then return to Kuybyshev with grain. In this transport scheme, everything is interconnected. If there are any errors at one point, this is enough to cause an immediate chain-reaction at other points. The time-consuming unloading of grain at Kuybyshev plus the loading of coal at Ulyanovsk minus its slow unloading in Leningrad all cause the simultaneous arrival in the Baltic of several ships.

According to the captain-mechanic and the Volga-Don 133, N. Chibisov, "The last time, we arrived in Leningrad literally right after the Volga-Don 135 and Volga-Don 129 and our ship therefore lost days waiting for a berth and just as much time waiting to unload".

As the initiator of creative cooperation between the employees of adjacent transport industries, the Leningrad Port Authority gives exclusive preference

to the direct ship-to-wagon variant. On railway platforms, they use four cranes to unload solid fuel and it takes only a few hours. If this is not possible, the amount of loading equipment is twice reduced and the pace of operations is seriously reduced. But is it necessary to so strictly adhere to tradition when there is so much free space for the storage of coal? In the given case, extra conveyance is a means of increasing the efficiency of the fleet. After all, the idle berthing of a high-tonnage river freighter costs the state one thousand rubles a day.

The river transport workers are still able to regulate the servicing of the fleet at their own berths and in cases in which the berths belong to another organization, this becomes nearly impossible. In Kuybyshev Oblast, all of the granary berths are part of that oblast's administration of bread products under the Russian Republic's Ministry of Semifinished Products.

I was shown a photograph of two animal feed plants, one of which was built at the beginning of the 1950's and the other at the end of the 1970's. Since these are adjacent to one another, they are planning to build an adjoining berth that should be able to unload 350 tons per hour. No one could explain where the powerful pneumatic loading equipment would be built, where it would be placed on elevators and who would make this equipment. How is it possible to talk about a completely new berth without knowing the technical characteristics of the equipment or who is to make it? Such talk is apparently just self-gratification.

The renewal program left out one facility, the Kuybyshev No 2 Milling Plant. Since 1952, it has used floating transfer equipment to unload grain. Its maximum capacity is 60 tons per hour. The chief engineer, A. Zhironov is worried that the equipment will eventually fail due to physical wear and that then the grain delivery will be carried out only by trucks.

According to directive plans for 1981-85, the clientele will be restructured so that the working of the fleet can be hastened. For now, however, only one thing is clear: the implementation of these plans has been ruined. Effective measures must be taken to prevent this from happening within the next five-year period.

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PORTS AND TRANSSHIPMENT CENTERS

BRIEFS

ODESSA PORT CONTROL CENTER--The center for controlling ship traffic has gone into operation at the Odessa Order of Lenin Maritime Cargo Port. The latest radar equipment will make it possible to control the density of the ship flow, as well as provide the opportunity for ships to pass through complex sections and approaches to the ports without a pilot. The use of computer equipment to process daily data will make it possible to provide recommendations to captains for an efficient course, which will significantly reduce fuel consumption and idle time in the roadstead and will provide the opportunity to save more than 1 million rubles annually. The collective of the center for controlling ship traffic has pledged to master the latest navigation equipment ahead of schedule, in the process of startup and adjustment work. It is carrying out its pledges creditably. [Text] [Moscow VODNYI TRANSPORT in Russian 17 Oct 85 p 3] 8936

NEW VLADIVOSTOK PORT BERTH--(TASS)--A new berth put into operation at the Vladivostok maritime port will make it possible to speed up processing of large-capacity refrigerator ships. This complex engineering structure includes powerful portal cranes, various transshipment machinery and refrigerated warehouses for finished products. Over a year hundreds of thousands of tons of fish products will be processed here. [Text] [Moscow VODNYI TRANSPORT in Russian 17 Oct 85 p 1] 8936

NAKHODKA PORT BERTH OPERATIONAL--Nakhodka--A new berth has been put into operation for the maritime port in Nakhodka. Five cranes have been installed here, two ramps have been set up at railroad car floor level, and loading of rolling stock has been fully mechanized. The new berth is the third one during years of the 11th Five-Year Plan. This is an important scheduled stage in the port's renovation, which is proceeding without stopping the loading and unloading operations. Establishment of a modern materials handling complex has made it possible to double the labor productivity of the related transport workers: the sailors, longshoremen and railroad workers. [By O. Dyachenko] [Text] [Moscow GUDOK in Russian 4 Dec 85 p 4] 8936

OSETROVO PORT EXPANDED--Ust-Kut (TASS)--An important item of the preCongress pledges has been fulfilled by the collective of the "Lenamstroy" trust. The fourth section of the Osetrovo port on the Lena River has been accepted for operation with an "excellent" rating. It is situated at the intersection of the big Siberian river with the Baykal-Amur Mainline. The port's new section

makes it possible to increase the shipments of containers and large packages on the ships. The berths and platforms have been equipped with powerful portal cranes and loading may be carried out directly from a railway car to a ship. For the first time, they have succeeded in shipping more than 2 million tons of freight to the North because the transport complex has been put into operation in stages for current navigation. [Text] [Moscow GUDOK in Russian 21 Nov 85 p 3] 8936

NEW SVIR RIVER PORT--On the bank of the ancient Svir River, at the settlement of Vazhiny, a feature new for these parts has made its appearance: the distinct silhouettes of overhead cranes. The necessary documents have just been signed here, in the new river port of the Northwestern River Shipping Company, by the working commission for acceptance of the port's first section. G. B. Yegorov, deputy chief of the SZRP [Northwestern River Shipping Company], tells of the significance of this for the oblast's economy: "Essentially a new transport hub is being established in Podporozhskiy Rayon which will ensure close interaction by the railroad and river ships and will make it possible to fully unload the steel mainlines. The transshipment port will shift the flow of lumber, coal, metal, and mineral construction materials from the railroad to less expensive water transport." The port will be able to accommodate large-capacity ships for combined river and sea navigation. In order to speed up their processing and increase labor productivity, an interesting architectural and technical solution has been applied here for the first time: trestles with bridge cranes. Everyone is familiar with the portal cranes, moving along tracks underneath along the side of a ship. But in Vazhiny, both ships and rolling stock will be passing under huge metal girders traversed by bridge cranes with cargo capacity of up to 16 tons. Such an organization of operations will make it possible to "reload" freight from railroad cars to the holds more effectively. Operation of Vazhiny port's first section will begin this month. [By I. Sidorov] [Leningrad LENINGRADSKAYA PRAVDA in Russian 14 Dec 85 p 1] 8936

MOSCOW SOUTHERN RIVER TERMINAL OPENS--Moscow (TASS)--Construction of the capital's southern river terminal has been completed. This snow-white building, embellished with a high column, was erected on the bank of the Moscow River by collective SU-61 of the Glavmospromstroy [Main Administration for Industrial Construction of the Moscow City Soviet] in accordance with the plan of the "Giprorrechtrans" institute. The new terminal will provide substantial assistance to its neighbor--the Northern River Terminal. The traffic capacity of the Moscow Canal also will be increased. [Text] [Moscow VODNYI TRANSPORT in Russian 14 Dec 85 p 1] 8936

VANINO-KHOLMSK FERRY IMPROVEMENTS--Khabarovsk, 2 (Jan)--The second section of the Vanino-Kholmsk ferry has been put into operation. The complex of port structures includes ferry piers, a central control panel, and rail lines. With the commissioning of the second section, the density of ferry traffic between the coast of the continent and Sakhalin will be increased. And repair and renovation of structures in the first section of the ferry will begin soon. Bridges will be remodeled and equipped with baffles to direct the flow

of ice. And although life on the port's bay quiets down noticeably during the winter, the ferryboats come here every day, nevertheless. Railroad cars with freight will sail across the Tatarskiy Proliv. [By PRAVDA correspondent V. Khatuntsev] [Text] [Moscow PRAVDA in Russian 3 Jan 86 p 3] 8936

BAKU PORT TRAFFIC CONTROL--A radar system for controlling ship traffic has gone into operation at the Baku port. The layout of approach channels with their many bends and navigation conditions has been incorporated in the memory of the PZU (permanent storage), which provides control of ships without pilots in the shallow bay under any navigation conditions. [By VODNYI TRANSPORT correspondent] [Text] [Moscow VODNYI TRANSPORT in Russian 11 Jan 86 p 1] 8936

NEW KLAIPEDA BERTH--Klaipeda (TASS)--The first ships have moored at the new deep-water berth of the Klaipeda Maritime Cargo Port. This pier, which was erected ahead of schedule by the "Baltmorgidrostroy" trust, is equipped with powerful portal cranes and rail lines. It is designed for simultaneous accommodation of two motorships and makes it possible to utilize the advanced hold to railroad car method of loading and unloading. This will ensure annual savings of a significant amount of energy resources. In honor of the 27th CPSU Congress, the longshoremen and machinery operators are processing more than 200,000 tons of cargo above the plan. [Text] [Moscow VODNYI TRANSPORT in Russian 18 Jan 86 p 1] 8936

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